

Division 3. Air Resources Board

Chapter 13. Voluntary Accelerated Vehicle Retirement Enterprises

Article 1. Voluntary Accelerated Light-Duty Vehicle Retirement Enterprises

§ 2609. Pilot Program.

(a) Plan to Guide Execution of Pilot Program, Assess Results and Formulate Recommendations:

(1) The Board will contract with an interested party to conduct a pilot program in the South Coast Air Basin, to be completed no later than two (2) years after adoption of these regulations;

(2) The pilot program will be designed to test the efficacy of these regulations with regards to the goals of SIP measure M1 and VAVR-for-credit operations in general;

(3) The pilot program will determine a baseline of the current population of vehicles by model year and market value and the current turnover rate of vehicles, and other factors that may be essential to assessing the effectiveness, cost-effectiveness, and market impacts of VAVR enterprises;

(4) The Board will publish a report at the end of each calendar year for which the pilot program is operated. This report will include:

(A) The number of vehicles retired, by model year.

(B) The measured emissions of any retired vehicles tested during the report period;

(C) Costs of the vehicles in terms of amounts paid to sellers, and the cost-effectiveness of voluntary accelerated vehicle retirement expressed in dollars per ton of emissions reduced.

(D) Administrative and testing costs for the program.

(E) Assessments of the replacement vehicles or replacement travel by model year or emission levels, as determined from interviews, questionnaires, diaries, analyses of vehicle registrations in the study region, or other methods as appropriate.

(F) Assessments of the net emission benefits of voluntary accelerated vehicle retirement in the year reported, considering the retired vehicles, the replacement vehicles, and other effects of the program on the mix of vehicles and use of vehicles in the geographical area of the program, including in-migration of other vehicles into the area and any tendencies to increased market value of used vehicles and prolonged useful life of existing vehicles, if any.

(G) Assessments of whether the M-1 strategy of the 1994 SIP can reasonably be expected to yield the required emission reductions.

(H) Assessments of typical retired vehicle operating condition, historical mileage, and other relevant vehicle data;

NOTE: Authority cited: Sections 39600, 39601, 44101 and 44104.5, Health and Safety Code. Reference: Sections 39002, 39003, 43000, 43013, 44100, 44101, 44104.5 and 44105, Health and Safety Code.

REFERENCE